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## SOUTHWEST CORRIDOR

## PROJECT NEWSLETTER



## CURRENT CONSTRUCTION

Here are some photos of construction currently underway in the Corridor: (top to bottom, left to right)

1. New storm drains in Section II
2. Stockpiled fill from the embankment
3. Welding at South Cove Tunnel
4. Welding where Tremont St. crosses the Corridor at South Cove Tunnel
5. Taking down the embankment in Roxbury
6. Compacting fill in Roxbury



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# CORRIDOR NEWS

14

Published by the Massachusetts Bay Transportation Authority

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En español: Un resumen de los artículos más importantes.

Mail to:  
WALLACE, FLOYD, ELLENZWEIG,  
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ADDRESS \_\_\_\_\_  
I want to receive the  
Corridor News.

# FROM THE PROJECT MANAGER



MASSACHUSETTS  
BAY  
TRANSPORTATION  
AUTHORITY  
Southwest Corridor Project  
(617) 722-5874

We've moved a lot of earth in the past few months. It's wonderful to hear people say that they now really believe that the Southwest Corridor Project is underway. Construction in progress can be inconvenient, but a lot of people tell me they're happy to see action at last.

There's a lot more work to do before we're finished. This issue of the Corridor News will give you another look at the final design of our new stations and a sense of where all of this construction will lead.

Sincerely,

*Anthony Pangaro*

Anthony Pangaro  
Manager of Southwest Corridor Development

## South Cove Tunnel Construction Advances

The South Cove Tunnel is the connection link between the existing Orange Line and the rest of the SWCP. Inside the tunnel, the station's structural shell was completed eight years ago in a first step toward the Southwest Corridor Extension.

Cannon Design Inc./Turner Associates Joint Venture are the architects for the South Cove Station. Parsons, Brinckerhoff, Quade and Douglas designed the original South Cove Station's structure.

Cannon/Turner hopes to achieve a synthesis of a bright and lively addition to the visual environment with the practical efficiency of use and safety for MBTA patrons. The station's glass enclosed north entrance, located at New England Medical Center's

new pediatric hospital, will be a simple assemblage of sculptural elements: glass and stainless steel elevator and brightly colored ventilation stacks. The architect's intention is to provide an open and inviting entry point, encouraging a feeling of personal security as well as providing clear visibility and accessibility.

This sense of openness will also be achieved by the glass shed roof of the south entrance, which will abut the retaining wall of Don Bosco High School Plaza at the corner of Oak and Tremont Streets. Its transparent roof structure will also provide weather protection, security, and identity for the entry. Within the station, fare collection at each entrance will be at mezzanines, which will command sweeping views of

the dramatic volume of the nearly 500-foot long train room below. The north entry and mezzanine's free-standing glass enclosed elevators emphasize the station's spacious quality.

The mounting of platform lighting in high spaces between the ceiling joists will articulate the visual quality of the 30-foot high interior space and at the same time improve surveillance of the platform from the fare collector's mezzanine level.

The changing variety of texture, color, and shape of interior space will interrelate smoothly and define the activities within the station. The higher, wider spaces at either end of the platform will respond to the demands of rush hour traffic.

In addition to informational graphics, interior design will include large scale wall graphics that identify and characterize the entertainment, commercial, medical, and residential aspects of the community an aspect of the design concept which is expressive of the Southwest Corridor's philosophy of the interrelationship between stations and their surrounding neighborhoods. Station architects continue to meet with representatives of the community and neighboring institutions in order to coordinate plans and receive input as the project progresses.



## Avanza Construcción del túnel de South Cove

La Estación de South Cove sirve de unión entre la línea Anaranjada actual y el resto del Proyecto del Corredor Suroeste. Hace diez años se terminó el armazón estructural de la estación, siendo la primera etapa hacia la extensión del Corredor Suroeste.

La Estación de South Cove estará situada a medio camino entre la actual Estación de la calle Essex y la nueva estación de Back Bay en la nueva Orange Line, y servirá especialmente al distrito de teatros de Boston, al New England Medical Center, a la comunidad China de South Cove, y a Bay Village.

Parsons, Brinckerhoff, Quade and Douglas diseñaron la estructura original de la Estación de South Cove.

Cannon/Turner esperan lograr una síntesis brillante y activa que añada al ambiente visual con la eficiencia práctica en su uso y seguridad de los clien-

tes de la MBTA. La entrada de vidrio al norte de la estación, situada en el hospital pediátrico nuevo del New England Medical Center, será una armazón simple de elementos estructurales: ascensor de vidrio y acero inoxidable, y chimeneas de ventilación pintadas de colores vivos.

Este sentido de amplitud también se logrará con el techo de vidrio en la entrada sur, que estará junto a la pared de retención de la Plaza de la Escuela Superior de Don Bosco en la esquina de las calles Oak y Tremont. La estructura transparente de su techo también proveerá protección con-

tra los elementos, seguridad e identidad de la entrada. Dentro de la estación, las taquillas de boletos en cada entrada se encontrarán en los mezzanines que tendrán vista total hacia abajo del tamaño inmenso de la galería donde están los trenes, que tiene casi 500 pies de largo. La entrada norte y elevadores de vidrio, libres excepto por un lado, acentúan las cualidades del espacio y amplitud de la estación.

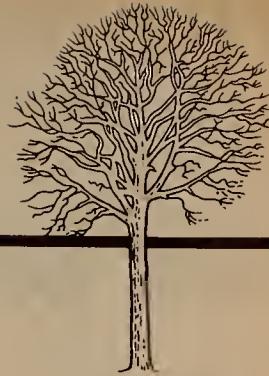
## Correction:

Southwest Corridor  
Project Newsletter  
May 1980

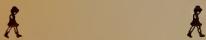
We apologize to the Perini Corporation and to the Corridor residents for incorrectly printing (in Issue #13) the phone num-

ber to call to make equipment noise complaints in Section III. The correct number to call about Track Removal Noise is 524-4214.

# LANDSCAPE ARCHITECTURE UPDATE



# **Landscape Design in Section II**



When the parkland is completed, bicycle and pedestrian paths will move through a green ribbon of parkland. Trees, shrubs and vines will be planted in the park and along new streets. Playgrounds, activity areas and parkland decks will provide new recreation opportunities for the communities along the corridor.

Before the parkland construction is started, there are many parts of the design and construction process that have to be completed. In Section II, this includes relocation of utilities; construction of New Columbus Avenue and local



street detour roads; excavation and demolition of the railway embankment; construction of the boat section and bridges; and construction of the streets.

Sasaki Associates, Line Landscape Architects, have been working closely with the engineers, PRC Harris, to work out the final design for the parkland in order to meet the SWCP schedule.

Final alignment and grades have been set for the trackway walls and streets which surround and define the park. It has been the landscape architects' responsibility to provide the final layout and grading of



the soft landscape and pathways within the parkland to insure an aesthetically pleasing park setting. SA has also been working on the final locations for planting lighting and site furniture. Selection of trees, vines and shrubs will provide continuity and accent within the parkland.

Final design of park-land areas between New Heath Street and Prentiss Street are near completion and refinement of the Mission Hill Deck and other parkland areas in Section II are forthcoming. The community will have an opportunity to see these designs and make comments in community meeting(s) to be held in late spring.



## Arquitectura Paisajista de la Sección III

Cuando el jardín público esté terminado, senderos para ciclistas y peatones atravezarán el cordón verde del parque a lo largo de las calles nuevas. Patios de recreo, lugares para actividades y jardines terrazados proveerán nuevas oportunidades para recreo para las comunidades a lo largo del corredor.

Pero antes de que se inicie la construcción de los jardines públicos, hay muchas partes del diseño y del proceso de construcción que tendrán que ser terminadas antes. En la Sección

II, esto incluye la nueva ubicación de los servicios públicos, construcción de la avenida Columbus y caminos de desvío locales; excavar y derribar el terraplén del ferrocarril; construcción de la sección de bote y puentes; y construcción de las calles.

Los arquitectos de Sasaki Associates Line Landscape han estado trabajando junto con los ingenieros, PRC Harris, para terminar el diseño final de los jardines públicos para estar a tiempo con el horario del SWCP.

Se ha fijado el alinea-

miento e inclinación final de las paredes a lo largo de las vías del trávia y calles que rodean y definen el parque. Ha sido la responsabilidad de los arquitectos paisajistas proveer la disposición final de paisaje y senderos dentro del jardín para asegurar un jardín estético y agradable. SA también ha estado trabajando en la colocación de las plantas, iluminación y accesorios. La selección de árboles, enredaderas y arbustos proporcionará continuidad y acento dentro del jardín.

### El diseño final de los

jardines entre las calles New Heath Y Prentiss está casi terminado y el refanamiento de la terraza de Mission Hill y otros jardines en la Sección II se construirán en el futuro próximo. La comunidad tendrá la oportunidad de ver estos diseños y hacer comentarios en reuniones que se llevarán a cabo al final de la primavera.



# TRANSIT STATION DESIGN

The design of the eight new stations for the Corridor are now at the complete stage of Final Design. The architects are now beginning to prepare

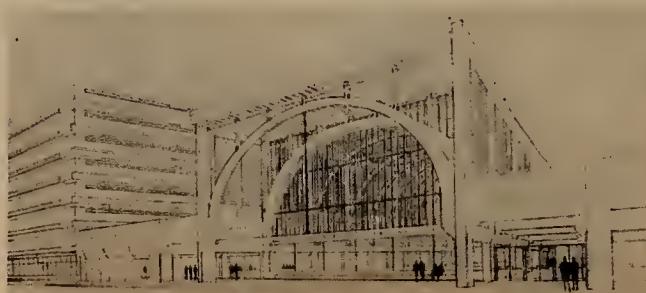
working drawings. Barring any unforeseen circumstances, the stations will look just like the drawings and models shown in this issue of the Corridor News.

El diseño de las ocho nuevas estaciones del Corredor en el período del desarrollo final del diseño y los arquitectos están preparando los dibujos de trabajo.

Si no intruyen circunstancias no previstas, las estaciones deberán lucir tal y como las presentamos a continuación.

## BACK BAY

Architects: Kallmann, McKinnell, & Bond Ryder & Assoc.



The principal feature of the station is a tall, light-filled concourse which is flanked on both sides by aisles which connect Dartmouth and Clarendon Streets. The Orange Line lobby at the center of the concourse has its main entrance facing Dartmouth Street. Off the south aisle is the Commuter Rail/Amtrak waiting area and offices. The north aisle gives access to the B&A platform and the passage through the Hancock Garage to Trinity Place. The arched form of the concourse, typical of the noble railroad stations of past times, is brought to the Dartmouth St. facade where it becomes a unique part of the sidewalk arcade which extends the covered walkway of the Hancock Garage across the full width of the site. The

arches of the concourse extend to the Clarendon Street façade where they form a covered waiting area facing the automobile forecourt of the station. The Dartmouth Street façade will be enlivened by shops and a cafe which will be accessible from the station concourse and Amtrak waiting areas as well as from the street. The arches of the concourse are of dark

stained wood and they support a wooden roof, the underside of which will be painted a deep orange color. The lower walls of the station will be faced with bands of colored granite and matching brick. The exhaust towers, which are necessary to vent the diesel fumes of the commuter trains, have been carefully sited at the Clarendon Street edge of the forecourt.

## Wood /

Resumen en Español

Lo más notable de la estación es un gran vestíbulo alto, lleno de luz que tiene a los dos lados pasadizos que conectan las calles Dartmouth y Clarendon. La antecámara de la línea "Orange" en el centro del vestíbulo tiene su entrada principal en la calle Dartmouth. Las oficinas y salas de espera del tren Amtrak están frente al pasillo sur. El pasillo norte da acceso a la plataforma del B&A y a la pasada a través del Hancock Garage a Trinity Place. La forma arqueada del pasaje, típica de las nobles estaciones ferroviarias de tiempos pasados, se une a la fachada de la calle Dartmouth donde se convierte en parte integrante de la arcada del andén que extiende el paso cubierto del Hancock Garage a través de todo el ancho del lugar.

## MASS. AVE.

Architects: Wallace, Floyd, Ellenzweig, Moore  
Consultant: Equity Design

The architects, Wallace, Floyd, Ellenzweig, Moore, Inc. of Cambridge, have refined the design of the Mass. Ave. station. This process involves finalization of the building's form, the selection of station, platform and plaza materials, and the integration of system wide design elements, such as the platform canopy, into the design of the station.

The station has an entry/lobby level and a mezzanine; the mezzanine level containing the change booth and turnstiles was lowered four feet below the entry/lobby area to assure maximum surveillance of the Mass. Ave. underpass from the fare collector's booth, while still maintaining surveillance of the lobby and street. This change in levels also helps to define areas of activity--waiting, queuing, fare collection, descent to platform. The path of movement of people is simple and direct, and is articulated by the arrangement of walls and skylights. The plaza adjacent to the station provides a visual



amenity to station users, as well as access to the station from Mass. Ave. and the proposed Parkland Trail system.

The station form and materials continues the fabric of the street façades on either side. Glass walls are used to provide visual access from the street, so that the passerby is aware

of the station as a link to the subway system below. The glass walls also allow the fare collectors to supervise the street and adjacent plaza. Brick is used for floors and entry walls to continue the texture of the adjoining buildings, and the shape of the cylindrical skylights echo the row house bow fronts.

## Wallace, Floyd, Ellenzweig, Moore

Resumen en Español

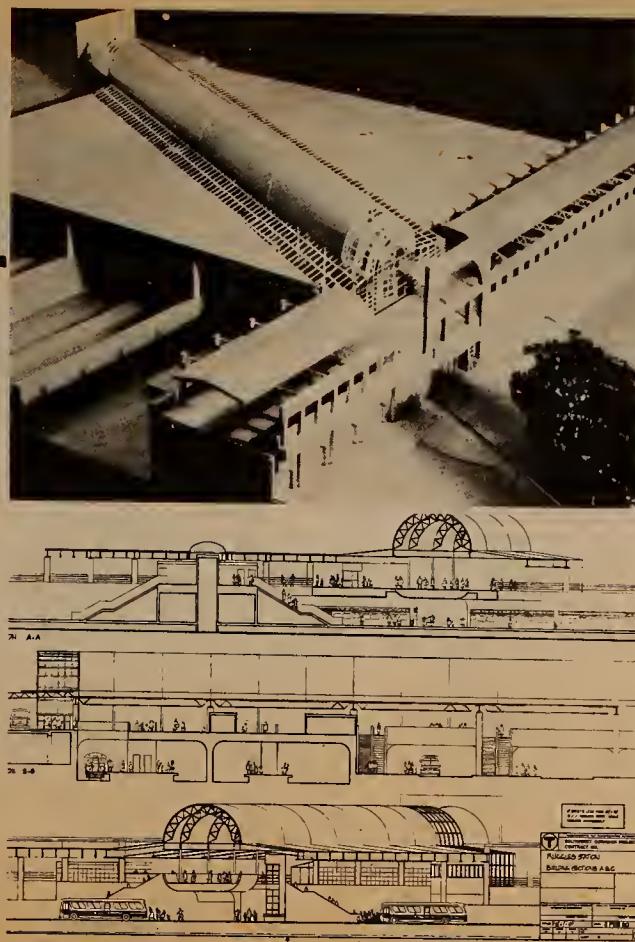
Los arquitectos están actualmente puliendo el diseño de la estación de la Avenida Massachusetts. Esto requiere terminar el estilo del edificio, la selección de materiales, y la integración de elementos de diseño, como la cubierta de la plataforma, con el diseño de la estación.

La estación tiene un piso al nivel de la entrada y un mezzanine; el nivel del mezzanine que contiene la taquilla y los molinetes, fué construido cuatro pies más abajo de la entrada para asegurar mayor vigilancia desde la puerta de la Avenida Massachusetts a la taquilla del cobrador, así como poder vigilar la entrada y la calle. Este cambio de niveles, también es útil para definir las áreas de más actividad - espera, cobro de pasajes, descenso a la plataforma. El paso para las personas es simple y directo, y se distingue por el arreglo de paredes y tragaluces. La plaza adyacente a la estación provee acceso a la estación desde Mass. Ave. y a los jardines que rodearán al proyecto.

# RUGGLES STREET

Architects:  
Stull Associates

The principal elements of the project have been retained but simplified to yield a more cost effective design. The pedestrian concourse with its barrel vault extends from the Parcel 18 development site to Northeastern University. On either side of the barrel vault are sloped skylights admitting natural light over the stairs and lobbies. The large roof offers cover for the bus berths and the MBTA and commuter rail platforms. Commercial areas are located on either side of the Northeastern entrance and opposite the MBTA lobby. Surveillance in the station has been increased over previous designs and natural ventilation will be more effective than in earlier schemes.



## Resumen en Español

La estación está casi al final de la fase del diseño. Se han conservado los principales elementos del proyecto aunque simplificados para dar lugar a un diseño de costo más eficiente. El vestíbulo con su bóveda en forma de barril, se extiende desde el terreno No.18 del lugar de urbanización hasta la Universidad Northeastern. A los dos lados de la bóveda habrá tragaluces inclinados para que entre la luz del sol sobre las escaleras y salones. El enorme techo cubrirá el estacionamiento de buses y las plataformas de la MBTA y de trenes de pasajeros. Áreas comerciales serán colocadas a ambos lados de la entrada Northeastern y enfrente a la entrada de la MBTA. La vigilancia en la estación ha sido aumentada y la ventilación natural será más efectiva que en diseños previos.

# ROXBURY CROSSING

Architects: Castro-Blanco, Piscioneri & Feder/Jung Brannen Assoc.

Working drawings for the Roxbury Crossing Station have begun. The approved final design has not changed much from the Phase II-B submission. The main components of the development are still the MBTA transit station and about 9000 sq. ft. of commercial space, with a station plaza on the northeast corner of the site adjoining the Corridor Trail and New Columbus Avenue. The main changes in the design have been in the station headhouse, where the three skylights in the rear of the building have been replaced by a larger one. The station now has one large skylight over the unpaid lobby and one over the vertical circulation. An added feature of the design are the greenhouse type entrances to the commercial areas adjoining the unpaid lobby. The station plaza is one of the main features of the development, with tree-shaded seating areas.



## Resumen en Español

Se han empezado los dibujos para el trabajo de la Estación de Roxbury Crossing. El diseño final aprobado no ha cambiado mucho del sometido para la Fase II - B. Las

componentes principales del proyecto son todavía la Estación de Tránsito de la MBTA y cerca de 9000 pies cuadrados de espacio comercial, con una plaza en la esquina noreste del

terreno, que une el Camino del Corredor con la New Columbus Avenue. Los cambios principales en el diseño han sido el edificio de la estación, donde los tres tragaluces en la parte trasera del edificio han sido reemplazados por uno más grande.

# JACKSON SQUARE

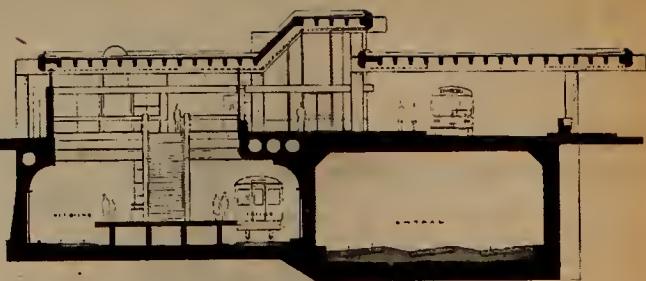
Architect: Turner Assoc./

Huygens & Tappé

At Jackson Square, the station architects have completed design phase work which was reviewed with the community at the Neighborhood Committee Open House on February 7th. While maintaining the design objectives established in the 30% design submission, the modifications have succeeded in reducing the overall size of the station structure, moving the buses closer to the transit entrance, and refining the open space/parkland program.

As a basic design premise, the Corridor Park trail continues to pass through the station at lobby level, with trees in planter benches. All bus

berths are under a protective canopy with an average walk of less than 75 feet to the lobby door. The station is characterized by a feeling of openness: natural lighting floods the unpaid lobby through full-height glass walls and clerestory windows. From the lobby, the sloping ceiling leads into a two-story space at the center half of the transit platform which provides both natural lighting and views to the outside. Warm, durable materials and finishes throughout include brick walls and paving, stainless steel window frames and sandblasted concrete structure.



## Resumen en Español

En Jackson Square, los arquitectos de la estación, han terminado la fase de diseño del nuevo edificio, que fué revisada por la comunidad en la reunión del 7 de febrero del Comité de Vecindario. Aunque manteniendo los objetivos del diseño establecidos en el 30% del diseño sometido, las modificaciones reducirán el tamaño total de la estación, moviendo las guaguas más cerca a la entrada de tránsito, y re-

finando el programa de parques y campo abierto.

Como diseño básico, el sendero de los jardines del Corredor pasará a través de la estación al nivel de la entrada, con árboles sembrados en bancas-maceteras. Todo el estacionamiento de buses estará protegido por un dosel, y el término medio de la distancia a la entrada es de 75 pies. La estación se caracteriza por su amplitud: la luz del sol inunda la entrada a través de las paredes de vidrio y ventanas altas de la nave.

# GREEN STREET

Architect: Mintz Assoc./ Leon Bridges Co.

The entrance to Green Street Station faces Green Street with recessed entrances to the unpaid lobby from Woolsey Square and bus stop area on the west side, directly from Green Street on the north side, and under the glass canopy pass the commercial space on the east side. The pedestrian circulation through the station from the unpaid lobby to the platform level is virtually a straight line. The view, into and out of the station at the lobby level is maximized in order to strengthen the feeling of security, create a sense of place, and provide a convenience for patrons waiting for rides. Seating at the lobby level is at several different locations to provide many choices of view and protection from the elements. A separate 1150 sq. ft. commercial space is located to the east of the unpaid lobby with access directly from the exterior covered walkway and from the station lobby.

The major headhouse has a free flowing space from the unpaid lobby to the platform area with



sloped and flat ceiling planes reflecting the building roof forms and broken up by horizontal shafts of natural light from glass skylights located over the unpaid lobby, paid lobby, and the vertical circulation.

## Resumen en Español

La entrada de esta estación está situada en la Calle Green, con puertas que se adentran en el área anterior a la taqui-

lla de Woolsey Square y la parada de guaguas en el lado oeste, directamente en el lado norte de la Calle Green, y bajo la bóveda de vidrio, pasando por el área comercial en el lado este. La circulación de los peatones a través de la estación desde el área anterior a la taquilla hasta el nivel de la plataforma es completamente en línea recta. La vista hacia adentro y afuera de la estación al nivel del vestíbulo, se aumenta para

más conveniencia de los pasajeros que esperan los trenes. Hay asientos en diferentes lugares del vestíbulo para proporcionar diferentes opciones según el panorama que se quiera admirar y para protección contra los elementos. Habrá un área comercial de 1150 pies cuadrados al este del área anterior a la taquilla con acceso desde el pasaje cubierto y desde el vestíbulo de la estación.

# BOYLSTON

Architect: Kubitz & Pepi

The Boylston Street Station underwent an intensive review, which resulted in suggested modifications to the proposed design.

The architects revised the station design, making internal changes which reduced the area by 2000 square feet. Further consideration was also given to the design of the front facade as it relates to the parkland across from the station and surrounding areas. The architects have sought to relate the station to the local residen-

tial neighborhood. The design features an arched front facade 23' high by 113' long. The arched brick construction is reminiscent of architectural details used in earlier railroad station designs (see photo).

On February 6, 1980 a presentation to the community was made by the architects, at the field office on 658 Centre Street, Jamaica Plain. The station design was reviewed together with the architects' recommendation for materials to be used in the station.

Also discussed was the public art to be contained within the station, for which the artist is to be selected.

## Resumen en Español

La estación de la calle Boylston experimentó una revisión intensa por la cual resultaron modificaciones sugeridas en el diseño propuesto.

Los arquitectos revisaron

el diseño de la estación, haciendo cambios internos, los cuales redujeron 2000 pies cuadrados al área total. También se dió consideración adicional al diseño de la fachada frontal en su relación al jardín frente a esta con el fin de vincularla mejor al vecindario. El diseño final contiene una fachada frontal arqueada de 23' de alto por 113' de largo. La construcción se parece a detalles de arquitectura usados antiguamente en diseños de estaciones ferroviarias (vea foto).

# FOREST HILLS

Architect:

Cambridge Seven Assoc./  
Robert Wilson

Over the past several months the station architects, Cambridge Seven Associates/Robert L. Wilson Associates, a joint venture, have been executing the detailed design of Forest Hills Station and all of its elements. The resulting refinements do not change the basic appearance and program of the station, but they do make some improvements to the way it can be used. At the same time, they further reduce the station's size.

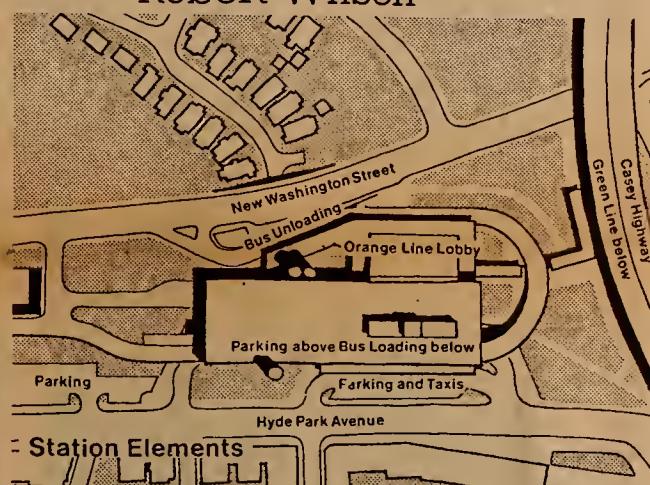
The station program consists of an Orange Line platform, a bus terminal, a commuter rail stop, the terminal for the Arborway Branch of the Green Line, and a parking structure. These facilities are housed in a building which features brick walls at the two main station levels, glass window walls at the station lobby, a concrete structure, and a skylit roof supported by steel trusses.

The station building has now been made smaller on both its Washington Street and the Hyde Park Avenue sides. On the Washington Street side the station lobby was made 27 feet shorter by slightly rearranging the fare collection area, the stairs, and the escalators there. On the Hyde Park Avenue side the face of the building was moved 25 feet farther away from the street

(Hyde Park Ave.) by eliminating a bus driveway and making the parking structure smaller. These changes have no detrimental effect on the station operation, but they do help to reduce the size of the station. Because the station was made smaller and because a bus driveway was eliminated it was possible to add two entrances for pedestrian convenience, one on New Washington Street and one on Hyde Park Avenue.

On the New Washington Street side of the station a pedestrian entrance was added at the south side of the station lobby. This new entrance will shorten the walking distance from the Asticou Road area to the station considerably. On the Hyde Park Avenue side of the station a new entrance was placed just opposite Tower Street.

The public parking which was located south of Weld Hill Street has been relocated to two areas which are more convenient to the Forest Hills Square businesses. In one area, off-street space for 14 cars and a taxi stand has been placed between the station and Hyde Park Avenue opposite the savings bank. In the other area, off-street space for 35 cars has been located on the west side of Hyde Park Avenue opposite Donnegan's Market and Weld Hill Street.



## Resumen en Español

Durante los últimos meses la oficina del Proyecto SWC y los arquitectos de la estación, Cambridge Seven Associates/Robert L. Wilson Associates, han estado haciendo el diseño detallado de la estación de Forest Hills y de todos sus componentes. Estas mejoras en el diseño no cambiarán la apariencia básica y el programa de la estación, pero causan mejoras en la manera en que se va a utilizar. Al mismo tiempo éstos reducen aún más el tamaño de la estación.

El prospecto de la estación consiste en una Plataforma de la Orange Line, una terminal de guaguas, una parada de tranvía, la terminal para la Rama

Arborway de la Green Line, y un edificio para estacionamiento. Todos estos estarán en un edificio con paredes de ladrillo en los dos niveles principales de la estación, paredes de vidrio en el vestíbulo, estructura de concreto, techo de tragaluces sostenido por vigas de acero.

El edificio de la estación ha sido reducido en tamaño en los lados de la calle Washington y de la Avenida Hyde Park. En el lado de la Calle Washington, el vestíbulo de la estación se hizo 27 pies más corto al disponer de diferente manera el área de cobro de tarifas, las gradas y las escaleras automáticas.

# COMMUNITY PARTICIPATION UPDATE

## Section I

### Neighborhood Committee

A Section I Neighborhood Committee open house was held at the SWCP office on February 11, 1980.

Approximately 100 residents and business people viewed station and landscape models and plans.

Consultants presented a review of station and landscape design in geographic order so that the Open House group was able to "walk through" Section I. The residents were able to gain a sense of how the Bay Village, South End, Back Bay, St. Botolph and Fenway areas will look once work on the SWCP is completed. Participants asked

### Resumen en Español

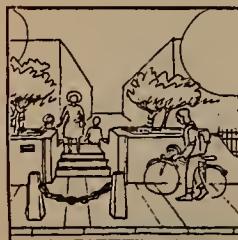
La reunión del Comité de Vecindario de la Sección I se llevó a cabo en la oficina del SWCP el 11 de febrero de 1980. Los modelos y planos de la estación y paisajes fueron vistos por aproximadamente cien residentes y comerciantes.

Los especialistas presentaron un análisis del diseño de la estación y paisaje en orden geográfico de tal manera que el grupo allí reunido pudo virtualmente "caminar" a través de la Sección I. Los resi-



questions of the architects, engineers, planners and MBTA personnel and made comments on the current plans. In general, the residents were pleased with the designs which are now in the final stages of completion.

Many Open House participants were interested in the process of selecting artists who will create art for the stations in Section I.



dentes obtuvieron así un sentido de como se verán las áreas de Bay Village, South End, Back Bay, St. Botolph y Fenway, una vez terminado el trabajo del SWCP. Los participantes dirigieron preguntas a los arquitectos, ingenieros, planificadores y personal de la MBTA e hicieron comentarios sobre los planos actuales. En general, los residentes se mostraron satisfechos con los diseños que están en la etapa final.

Muchos de los participantes de esta reunión se mostraron interesados en el proceso para la selección de artistas que crearán el arte que se exhibirá en las estaciones de la Sección I.

## Section II

### Open House

### Resumen en Español

A Community Open House was held for Section II on February 7, 1980 at the First Church of Roxbury. At that time residents were able to meet one-on-one with the architects of the 3 Roxbury Stations: Ruggles Street, Roxbury Crossing, and Jackson Square. Residents were able to make comparisons between stations as well as review the entire section's design.

At the Ruggles Street Station, participants commented on the skylights that lighted the pedestrian concourse and many stated



that they liked the "openness" of the station. Some discussion centered around the location of commercial space within the station. At the Jackson Square Station there were general orientation questions and discussion about materials to be used in the construction. Participants were pleased that the exterior finish is to be brick over a concrete structure. There were additional questions about which bus routes would be shifted from Egleston Station to Jackson Square. At the Roxbury Crossing Station there were also some questions related to the location of bike paths.

peatones y muchos de ellos manifestaron que les gustó la "amplitud" de la estación. Se discutió la colocación del espacio comercial dentro de la estación. En la Estación de Jackson Square, hubieron preguntas de orientación y discusión sobre los materiales que se utilizarán en la construcción. Los participantes se mostraron satisfechos de que el exterior será acabado con ladrillos y no con cemento. Hubieron preguntas adicionales sobre cuáles rutas de buses van a cambiar de la Estación Egleston a Jackson Square.



## Section III

### Construction Task Force

Coinciding with the increasing level of construction activity in Jamaica Plain, the first meeting of the Section III Construction Task Force was held on March 4th at the Field Office on Centre Street. Task Force members, who are residents volunteering to serve on a regular basis, addressed their questions and concerns to John Powers, construction project manager for Section III from the MBTA, and Charles Perini from the Perini Corp., the MBTA's site preparation contractor. Mr. Powers reported that the construction work was proceeding well, and Mr. Perini said that, with no interruptions, the preparatory excavation will be done by midsummer of this year.

Construction topics discussed included safety, detours, rodent control and work hours. The Task Force viewed the schedule for bridge demolition and described what measures can be taken for maintenance of pedestrian and vehicular traffic near construction sites. John Powers reported that so far the rodent control contractor has conducted the poisoning program as planned.

For further information about the Section III Construction Task Force activities, please call Don Grinberg at 267-6710. For questions about construction or to report a construction problem on the site, please call the Southwest Corridor Project Hotline at 722-3300.

Coincidiendo con el aumento de construcción en Jamaica Plain, la primera reunión del Comité de Construcción de la Sección III, tuvo lugar el 4 de marzo en la Oficina de Trabajo en Centre Street. Miembros del Comité, que son residentes y que se han ofrecido para servir todo el tiempo, dirigieron sus preguntas y preocupaciones a John Powers, administrador del proyecto de construcción de la MBTA para la Sección III, y a Charles Perini, de Perini Corp., contratista de la MBTA para la preparación del sitio. El señor Powers reportó que el trabajo iba bien, y el señor Perini dijo que, si no habían interrupciones, las excavaciones preparatorias estarán terminadas a mediados del verano de este año.

Los tópicos discutidos incluyeron desvíos de seguridad, control de ratas y horas de trabajo. El señor Perini analizó el plan para demoler el puente y explicó las medidas que pueden tomarse para proveer paso para peatones y automóviles cerca de la construcción. John Powers reportó que el contratista del control de roedores ha llevado a cabo el programa según se había planeado.

Para mayor información sobre las actividades del Comité de Construcción de la Sección III, por favor llame a Don Grinberg, al teléfono 267-6710. Para hacer preguntas con respecto al trabajo, o reportar incidentes que ocurran en el lugar de la construcción, llame a la línea directa del Proyecto del Corredor Suroeste 722-3300.

### Open Houses

During the month of February three station design "open houses" were held at HNTB's Section III Field Office on Centre Street in Jamaica Plain. Residents from the Boylston, Green and Forest Hills Station areas met informally with the station architects and discussed design improvements, materials and construction details. Design refinements, described in more detail elsewhere in this issue of the *News*, include a slight reduction in the amount of glass skylights at Green Street Station; a softening and change in shape and proportions of the arches along the Boylston Street Station's southern facade; and a reduction in the lobby

area and overall width of the Forest Hills Station. Residents were generally happy with these changes.

### Resumen en Español

Durante el mes de febrero en Centre Street de Jamaica Plain, en la oficina de trabajo de la Sección III, se llevaron a cabo tres reuniones para revisar el diseño de las estaciones. Los residentes de los vecindarios de las estaciones de Boylston, Green y Forest Hills tuvieron una reunión informal con los arquitectos y discutieron mejoras en el diseño, materiales y detalles de la construcción.

### Neighborhood Committee

More than seventy-five persons attended a Section III Neighborhood Committee meeting on February 13, 1980 at the Agassiz School for an update on parkland design and for an introduction to the SWCP Art Program. John Frey, of Mason and Frey, the Section III landscape architects, presented a forty foot long colored drawing which illustrated all of the latest design refinements of the Jamaica Plain portion of the parkland (see drawing elsewhere on this page). He explained that the parkland budget has not been seriously affected by the cost reduction program. The parkland, including plant materials and playgrounds, remains as originally designed, with reductions for decorative paving, and the elimination of sodding (replaced with seeding), drinking fountains, kiosks, and tennis court lighting.

During the second portion of the meeting Dan Ocasio from the MBTA project office introduced the SWCP Art Program. There are limited funds budgeted

for artwork in each station, but no funds are allocated for artwork in the parkland.

### Resumen en Español

Más de setenta y cinco personas asistieron a una reunión del Comité de Vecindario de la Sección III el 13 de febrero de 1980, en la Escuela Agassiz para ponerse al tanto del diseño de los jardines y para introducir el Programa de Arte del SWCP. John Frey, de Mason y Frey, los arquitectos paisajistas de la Sección III, presentó un dibujo coloreado de cuarenta pies de largo que ilustraba todos los últimos refinamientos del diseño de los jardines de la porción de Jamaica Plain (vea el dibujo en esta página).

Durante la segunda parte de la reunión, Dan Ocasio de la oficina del proyecto de la MBTA introdujo el Programa de Arte del SWCP. Los fondos para trabajos de arte en cada estación son limitados, pero no hay fondos asignados para trabajos de arte en los parques.



### Section III Planner Planificador de la Sección III

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# PROFILES

## PERFILES

Thomas Nally has long ties with the Southwest Corridor Project, living in the Boston area for most of his life, a resident of Section I for six years. He is a planner at Wallace, Floyd, Ellenzweig, Moore, Inc., the community participation consultants to the Southwest Corridor Project since 1977.

Tom is trained as an architect and an urban planner. He did his undergraduate studies at Cornell University and his graduate studies at the Massachusetts Institute of Technology.

His connection with the Southwest Corridor began in 1972, when he completed his undergraduate architectural thesis on the design of the Green Street Station area. In 1975, he participated in a planning and architectural studio at MIT which was critiqued by Tony Pangaro, Southwest Corridor Development Coordinator, on the Dudley Station area of Roxbury. The recommendations presented by the studio to the community, are still being pursued by the Greater Roxbury Development Corporation, e.g., a supermarket for Parcel 10.

Tom feels that the Southwest Corridor Project is contributing toward the pace of development in his neighborhood by making the area around the Back Bay station more accessible and more attractive. As an

apartment renter and prospective home owner, he feels that the project and other economic forces have contributed to the increased attractiveness of the neighborhood, which is reflected in higher property values and rents. He feels that this phenomenon has had some adverse effects on current residents of the area.

In his spare time, Tom is active in a neighborhood group concerned with local development issues, teaches at the Boston Architectural Center, and is interested in photography. He has been able to incorporate many of the lessons learned through his experience with the Southwest Corridor Project in the seminars and studios he teaches.

### Resumen en Español

Thomas Nally ha estado asociado por mucho tiempo con el Proyecto del Corredor Suroeste, pues ha vivido en Boston casi toda su vida, como residente de la Sección I por seis años y como planificador en Wallace, Floyd, Ellenzweig, Moore Inc. especialistas en participación comunal en el Proyecto del Corredor Suroeste desde 1977.

Tom es adiestrado como arquitecto y planificador urbano. Estudió en la Universidad de Cornell e hizo sus estudios de postgrado en el Instituto Tech-

nológico de Massachusetts.

Su conexión con el Corredor Suroeste comenzó en 1972, cuando completó su tesis de arquitectura en el diseño de la Estación de la Calle Green. En 1975, participó en un estudio de planificación y arquitectura en MIT sobre el área de la estación Dudley en Roxbury que fue criticado por Tony Pangaro, Coordinador de Desarrollo del Corredor Suroeste. Como punto de interés, algunas de las ideas presentadas a la comunidad por el estudio, todavía están considerándose por la Corporación de Desarrollo de Roxbury, por ejemplo, un supermercado para la Parcela 10.

Tom piensa que el Proyecto del Corredor Suroeste contribuye a la marcha del desarrollo de su vecindario haciendo más accesible y atracti-

va el área alrededor de la estación de Back Bay. Como inquilino de un apartamento y futuro dueño de casa, él cree que el efecto de estos factores han contribuido a aumentar el atractivo del vecindario, que se refleja en el aumento del valor y alquiler de las propiedades. El piensa que este fenómeno ha tenido a su vez algunos efectos contrarios en los residentes actuales del área.

En su tiempo libre, Tom es activo en un grupo de su vecindario que se ocupa en asuntos de desarrollo local, da clases en el Centro de Arquitectura de Boston, y se interesa en fotografía. Ha podido incorporar muchas de las lecciones aprendidas a través de su experiencia con el Proyecto del Corredor Suroeste en los seminarios y clases que él enseña.

## New Contract in Section III

The next phase of SWCP construction to take place in Jamaica Plain, following the removal of the embankment, will be the construction of a portion of the "line". The contract documents for this work, now being prepared by Section Designers, HNTB, are for the northern portion of Section III, which covers the area from the southern edge of the new Boylston deck north to Hoffman Street.

Construction activities under this contract will include the construction of a section of the depressed concrete "boat section", the Boylston Street Station transit

platform and building foundations, surrounding street improvements and related utility work. The parkland will be graded, seeded and fenced. Trees, lighting, furnishings, finished path surfaces and playgrounds will be added later under a subsequent contract for the parkland for the entire section. The Boylston Street Station itself and system-wide elements such as track work will also be built into subsequent contracts. It is currently planned to advertise this northern Section III line contract in October of 1980, with work commencing in December, 1980.

## Nuevo Contrato en la Sección III

La próxima fase de la construcción del SWCP en Jamaica Plain, que seguirá después a la destrucción del terraplén, será la construcción de una porción de la "línea". Los documentos del contrato para este trabajo, que están siendo preparados por la Sección de Diseñadores HNTB, son para la porción norte de la Sección III, que cubre el área desde la orilla sur de la nueva plataforma norte de Boylston hasta la calle Hoffman.

Las actividades bajo este contrato incluirán la construcción de una parte de la "sección de botes" en concreto

bajo nivel, la plataforma de la estación de la calle Boylston y cambios de edificios, mejoras en las calles cercanas y trabajos en mejoras en los servicios públicos. La parte de jardín será terrazada, sembrada y cercada.

### Specifications (technical sections)

*The specifications describe the type and quality of materials to be used, also the methods of construction and the testing procedures to be used in order to obtain the desired results.*

### Conditions of Contract

*This portion of the contract document outlines the time frame and other legal advertising.*

*Also included are the supplementary conditions which are principles that must be met to respond to special conditions.*

*GENERAL COND* *SUPP COND* *DISC COND*

## WHAT'S HAPPENING WITH THE EMBANKMENT GRANITE?

## ¿QUE PASA CON EL GRANITO DEL TERRAPLEN?

The Southwest Corridor Project is now well into the first phase of construction in Section III - the removal of the embankment and preliminary utility work. The material of which the embankment is built has various re-uses. Some of the gravel is being trucked to Roxbury for use in later SWCP construction; some fill has become the property of the contractor, who figured his bid on that basis. A portion of the embankment will temporarily remain in place between Boylston Street and Green Street so that the good fill can be used for subsequent phases of construction in Jamaica Plain.

Originally quarried in about 1890, the pieces of granite which form the walls of the embankment have an even more illustrious future. The best pieces, including steps and capstones, are being stockpiled near the Corridor along Lamartine and Call Streets for later use. The landscape architects have measured this granite and will include it in the design of the Southwest Corridor Parkland as high edging curbstone to prevent automobiles from entering. Pieces of granite which formed arches for pedestrian walkways through the old embankment will be reassembled on the ground to form a curved parkland entranceway.

The approximately 17,000 cubic yards of granite from Section II and 18,000

cubic yards from Section III not being reused in the Parkland are being delivered to the Massachusetts Port Authority in South Boston for use in a new containerport project. This granite is being moved on large flatbed trucks along Washington Street, Columbus Avenue, Massachusetts Avenue, and then on the Southeast Expressway to South Boston.

## Resumen en Español

El Proyecto del Corredor Suroeste se encuentra en la primera fase de la construcción - remover el terraplén. El material con que fué construido el terraplén se podrá volver a utilizar. Cierta cantidad de cascajo se está enviando en camiones a Roxbury para ser usado en la construcción del SWCP y el resto se está vendiendo como relleno. Parte del terraplén permanecerá temporalmente entre la calles Boylston y Green para que el cascajo pueda ser utilizado en otras fases de la construcción en Jamaica Plain.

Originalmente extraído como por 1890, las piezas de granito que forman las paredes del terraplén van a tener un futuro mejor. Las piezas mejores, que incluyen gradas y nabardas, se guardarán para ser usadas nuevamente cerca del corredor a lo largo de las

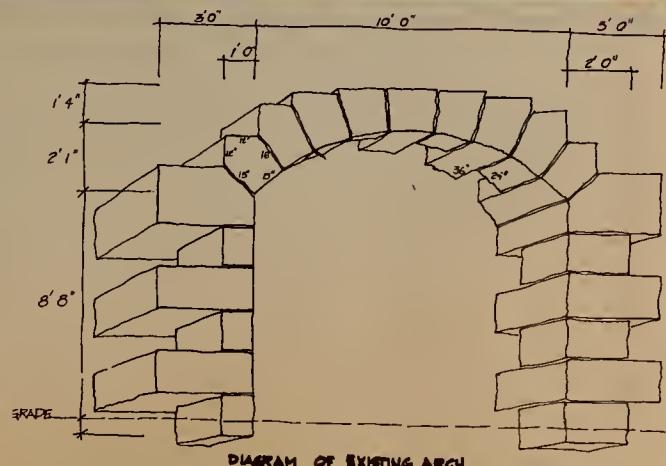
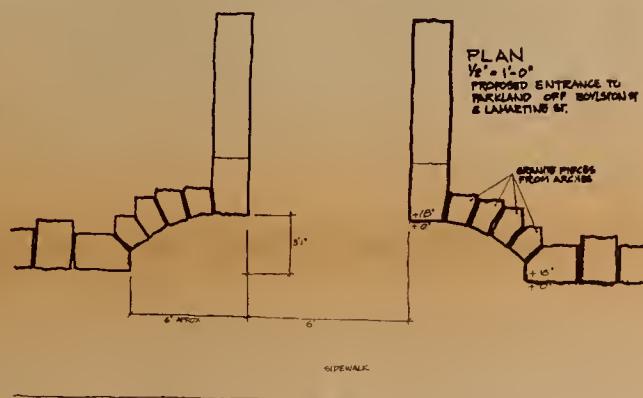


DIAGRAM OF LYING ANGEL



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calles Lamartine y Call. Los arquitectos paisajistas midieron este granito y lo incluirán en el diseño de los jardines del Corredor Suroeste como bordes elevados para impedir la entrada de automóviles.

Las piezas de granito que formaban arcos para las pasadas de peatones que atravesaban el terraplén antiguo van a ser colocadas en el suelo para formar una entrada curva en el jardín.

# Stony Brook Culvert Reconstruction

## Reconstrucción de la Cloaca de Stoney Brook

Another major Southwest Corridor Project, MBTA Contract No. 097-208, Reconstruction of Stony Brook Culvert at Roxbury Crossing, has been advertised with construction scheduled to start about June.

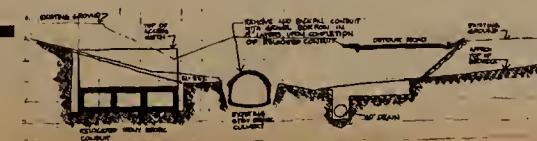
The work includes the cut-and-cover reconstruction of a section of the existing Stony Brook Conduit just west of Columbus Avenue about eight hundred feet south of Tremont Street.

Related work includes the construction of the boat section slab for the depressed rail-and-transit structure and the completion of Columbus Avenue from New Heath Street to Prentiss Street.

An interesting aspect of the design is that the existing Stony Brook Conduit, which is a 17 feet by 15 feet 6 inches structure, will be replaced by

three boxes of 13 feet by 8 feet each, in order to gain clearance as it goes under the future rail-and transit structure.

This construction contract, costing over three million dollars, will be in the hands of the MBTA Section II Construction Manager John F. Dougherty of the MBTA. The design engineer is PRC Harris, Inc. of Long Wharf, Boston.



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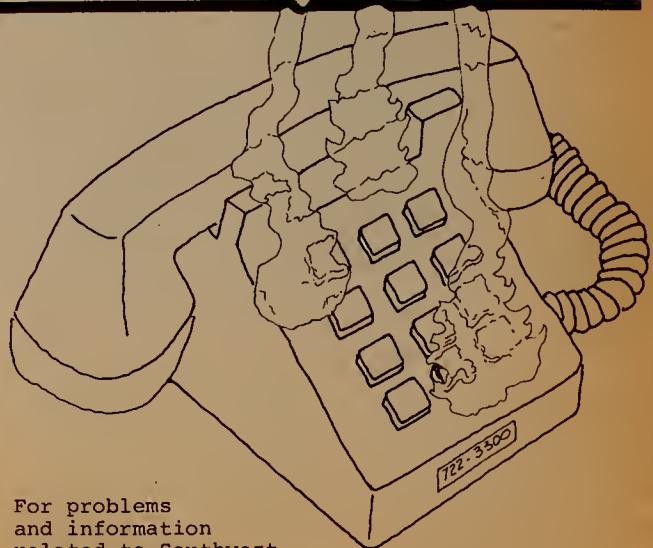
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# HOT LINE

## 722-3300



Demolition of building where the Corridor Intersects Massachusetts Avenue in the South End.



For problems and information related to Southwest Corridor Project construction call 24 hours a day: 722-3300

## DEMOLITION BEGINS IN SOUTH END

### Comienza la Demolición

A fines de Marzo, se empezó a demoler dos edificios en la avenida Massachusetts para preparar la construcción de la Avenida Massachusetts y las secciones cubiertas -- ambas son parte de la Sección I del Corredor Suroeste situada entre las comunidades de South End y St. Botolph.

El contratista de demolición, J. Mahoney, utilizó una bola de demolición y un balde para demoler y recoger escombros para derribar estructuras en ese lugar. Se tuvo mucho cuidado para proteger al público y estructuras adyacentes. No se permitió usar dinamita o técnicas pesadas de destrucción por la proximidad de otros edificios que tenían que ser protegidos. Para poder controlar el polvo al botar paredes y estructuras, se utilizó un fino rocío de agua mientras se

desmantelaban las estructuras.

Debido a la eliminación de las paredes de la parte trasera de los edificios No. 390-400 y 402 de la Avenida Massachusetts después de que se derribó el edificio dañado por un incendio en el No. 32 de la calle Wellington, la MBTA decidió empezar la demolición inmediata, impidiendo así el desarrollo de una situación peligrosa.

Al terminar la demolición, el lugar va a ser rodeado por una cerca de 6' de alto para impedir la entrada y acumulación de basura. El suelo va a ser cubierto con astillas de madera y tendrá un declive suficiente para el desague.

Se va a empezar un poco después la demolición del No. 393 de la Avenida Massachusetts, y los Nos. 18 y 20 de la Calle St. Charles en el vecindario Ellis, y los Nos. 18-26 de la Calle Cazenne. Las técnicas que serán usadas en estos lugares serán similares a las empleadas en la Avenida Massachusetts.

### Clears the Way for More Construction

Late this March, demolition of two buildings on the in-town side of Massachusetts Avenue began in preparation for the construction of the future Mass. Ave Station and Section I Cover. Both are parts of the Southwest Corridor Project's Section I, located between the South End and St. Botolph communities.

The demolition contractor, J. Mahoney, used a wrecking ball and clam shell for demolition of structures on this site. Special care was taken to protect the public and adjacent structures. No explosives or massive demolition techniques could be used because of the close proximity of other buildings which had to be protected. In order to control dust pollution

from demolition of plaster and masonry walls, a fine spray of water was used as the structures were dismantled.

The removal of walls at the rear of 390-400 and 402 Massachusetts Avenue following demolition of the fire damaged building at 32 Wellington Street, led to the MBTA decision to begin immediate demolition, thus preventing a potentially dangerous situation from developing.

Upon completion of demolition, the site will be enclosed with a 6' high chain link fence, prohibiting access and rubbish accumulation. The ground will be covered with wood chip mulch and graded for water drainage control.

Demolition across the street at 393 Massachusetts Avenue, and in the Ellis neighborhood at 18 and 20 St. Charles Street and 18-26 Cazenove Street began late this spring. Techniques similar to those used on Massachusetts Avenue will be employed on these sites.